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HISTORY OF THE ORIGINAL
COMPANY "A", 110TH
ENGINEERS, 35TH DIV., A.E.F.

HISTORY

Of the Original

Company "A" 110th Engineers

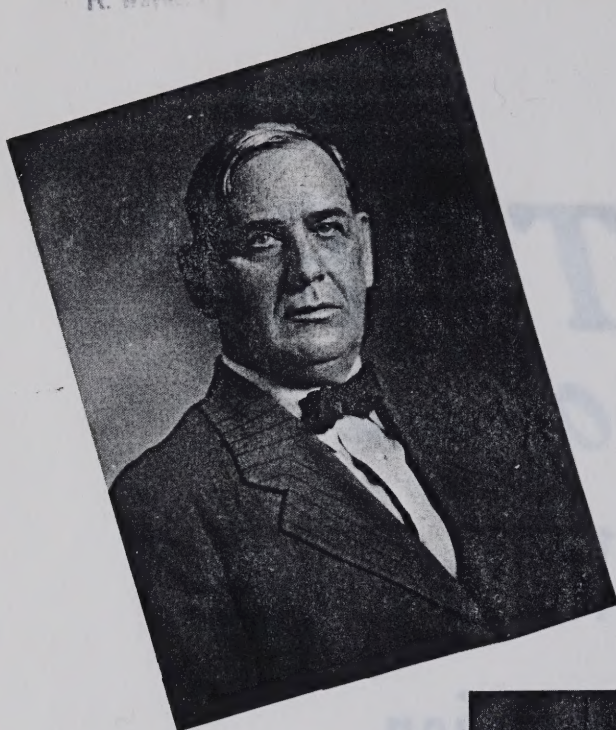
35th. Division

A. E. F.

From June 21, 1917

To May 3, 1919

COMMANDERS OF "A" COMPANY



MAJOR ORLIN HUDSON



CAPTAIN G.L. McLANE



CAPTAIN HUGH CRAWFORD



CAPTAIN ROY FINNEY



CAPTAIN LUTHER TILLOTSON

TRAVEL DATES OF COMPANY "A" 110th. ENGINEERS

| | |
|------------|--|
| April 1917 | Organized |
| June 21 | Mobilized at Washburn College |
| July 7 | Topeka to Fort Riley, Kansas. (The first National Guards called) |
| August 1 | Fort Riley to Camp Funston |
| October 18 | Camp Funston, Kansas to Camp Doniphan, Oklahoma. (Fort Sill) |
| 1918 | |
| April 23 | Left Fort Sill, Oklahoma for Port of Embarkation |
| April 27 | Arrived Camp Merritt, New Jersey |
| April 30 | Trip down the Hudson River, Boarded U.S.S. Great Northern |
| May 2 | Towed out of harbor at 2:30 P.M. by Tugboat Newburg |
| May 10 | Landed in France, Brest Harbor |
| May 14 | Left Brest in freight cars (8 horses or 40 men) |
| May 15 | Arrived LeHavre, Rest Camp No. 2 (English) |
| May 18 | Left LeHavre, Arrived at Eu. (Passenger Cars) Scottish Highlanders |
| May 19 | Left Eu. Arrived St. Martin. |
| May 27 | Left St. Martin. Arrived Coisy by Ailly sur Somme. |
| June 8 | Left Coisy in French Freight Cars. |
| June 11 | Arrived Xertigny, via Denoux. |
| July 1 | Xertigny to Wesserling in Trucks. |
| July 4 | Hiked up Boussat Hill. |
| July 7 | The first Bombardment. |
| July 21 | Arrived Camp McClure. |
| Sept. 1 | Left Camp McClure. Arrived Chamdray. |
| Sept. 5 | Left Chamdray. Arrived Blainville. |
| Sept. 6 | Arrived Maron, after 42 Kilometer hike. |
| Sept. 10 | Left Maron. |
| Sept. 11 | Arrived Liverdun. |
| Sept. 12 | In St. Mihiel Reserve. |
| Sept. 18 | Left Liverdun. Arrived Charmontois. |
| Sept. 20 | Left Charmontois. |
| Sept. 21 | Arrived Beaulieu, near Rarecourt. |
| Sept. 25 | Advanced to Argonne Forest. at No Man's Land in front of Vauquois Hill |
| Sept. 26 | Barrage started at 2:30 A.M. Over the top at 5:00 A.M. |
| Oct. 1 | Relieved by First Division. |
| Oct. 2 | Left Cheppy. To woods at Waly. |
| Oct. 5 | Arrived at Conde. Where we received replacements. |
| Oct. 12 | Left Conde. |
| Oct. 13 | Arrived Monthairon. |
| Oct. 14 | Arrived Camp Savoyards. |
| Nov. 6 | Left Camp Savoyards |
| Nov. 7 | Arrived Ippecourt, by hike. |
| Nov. 9 | Arrived Longchamps. |
| Nov. 10 | Hiked to Loxeville-Ernecourt. |
| Nov. 11 | Armistice signed. |
| Nov. 12 | Hiked from Ernecourt to St. Mihiel. |
| Nov. 17 | Hiked St. Mihiel to the woods north of Lacroix. (Fort DeTryon) |
| Dec. 9 | Hiked to Lerouxville. |
| 1919 | |
| Feb. 8 | Left Lerouxville for Brest via American Box Cars. |
| Feb. 12 | Arrived Brest. 3:40 P.M. Hiked up hill to Pontenezen Barracks. (Tents) |
| Feb. 15 | Deloused. Moved to Camp No. 4. |
| April 11 | Left Brest, France, via U.S.S. Von Steuben. |
| April 19 | Arrived at New York, to Camp Mills. |
| April 27 | Left Camp Mills |
| April 30 | Arrived Camp Funston after parading K.C., Mo., K.C., Kans. and Topeka, Kans. |
| May 3 | Discharged to civilian life. |
| | Thus ended the travels of Company "A" 110th Engineers. A.E.F. |

THE HISTORY OF COMPANY "A" 110th. ENGINEERS

A year prior to the declaration of war, in pursuance of a national plan, Adjutant-General Martin of the state of Kansas inaugurated a campaign to recruit an engineering company for the Kansas National Guard. This campaign progressed very slowly until the appointment of G.L. McLane, City Engineer of Hutchinson, Kansas, and an old member of the Guard, as recruiting officer. Under the management of Captain McLane and with the assistance of Lieutenant Crawford, Lieutenant Tillotson, (both later made captains,) James Irons, (later lieutenant), Homer Davis (bugler,) George Chandler, John McIntyre and Phil Simth, Company A, Kansas National Guard, was recruited during the months of April, May and June 1917. Lawrence, Topeka and Hutchinson furnished the majority of the personnel. For the most part, they were of high school and college age. The average age of the entire company at that time was under twenty-one years.

War was declared on April 6, 1917, and on June 19, the Adjutant-General of the state received his first intimation of a call for engineering troops. Lieutenant Tillotson was immediately ordered to make preparations to assemble the company; the call from the government was actually received on June 20, and was formally published on June 21, Company A was immediately mobilized on the campus of Washburn College in Topeka, Kansas, where they remained under the officer guidance of Captain McLane and Lieutenants Crawford, Tillotson and Finney.

The Thomas Gymnasium at Washburn College, Topeka, Kansas, was secured as a barracks and the grounds adjacent as a parade ground. The state of Kansas was able to provide some cots and blankets, so the company fared fairly well through the wait for orders. Our short encampment here was occupied with initial organization, infantry drill, and the study of French with Mrs. Frank Britton, and many of us received our first K.P. (Kitchen Police) assignment here.

On July 6, 1917, the Company was ordered to Fort Riley, Kansas for duty, and on July 7, the government moved the company to Fort Riley, and two weeks later mustered us into federal service. We were quartered with fair comfort in a temporary wooden barracks abandoned by the first officers' training camp. It was here that we exchanged our civilian clothes for olive drab, and were known as "The Kansas Engineers."

The first details from our company were assigned to Captain Herman, the camp quartermaster. Our company took over the surveys for laying out Camp Funston. As a result, numerous and diversified duties-such as running garages, surveying a water system, operating crushers and electrical equipment, and furnishing clerical assistance-poured in upon us. Little time was available for infantry drill. This work fell largely to Captain G.L. McLane and Captain Hugh Crawford. Many of you will remember "Skipper" Bells' immortal master-piece "The Funston Drain."

Captain Herman decided to carry out the long contemplated plan of a wooden bridge across the Kansas River from Fort Riley to the reservation land on the south bank, so as to shorten the haul from the reservation hay land. The design and erection fell to Company A; the actual handling of the detail became the work of Captain Roy A. Finney, then a lieutenant. Piling and lumber were procured locally. Since even the pile-driver was operated by hand, you will realize the effort expended. "Man the Hammer Line" was a by-word of Company A ever after.

While the company was still at Fort Riley, the quartermaster was allotted \$800.00 for the construction of a bridge across the Republican River to replace the steel structure earlier washed out on Grant Avenue, the macadam road connecting Junction City and Fort Riley. The quartermaster's department had determined on a pontoon bridge as the cheapest, the most feasible, and the most quickly erected structure. It was to be floated beside the piers of the washed out bridge, and between that bridge location and the downstream site of the old railroad bridge. The department had even carried its plans so far as to have some drawings worked up.

At a conference of the officers of A Company the quartermaster's plans were abandoned; it was agreed rather to build a boat on the order of the pontoons as shown in the government manual, since Lieutenant Finney and Lieutenant Tillotson had proved that that plan was the most serviceable, as well as the most economical of material and construction. The building and launching of this work became the duty of Lieutenant Tillotson, able assistance was rendered by Sergeants Donald Purdy, Gus Palmer, Richard Gaw, James Irons and Corporal George Chandler.

It must be remembered that we had neither pontoons nor material, that none of us had had pontoon experience, and that only one man in the company, Sergeant Gus Palmer, a Swedish sailor, had ever even seen a pontoon. Sergeant Palmer's marine experience proved very valuable to us, especially in calking and launching the boats.

It was decided the boats would be five feet wide and thirty-two feet long, two feet and eight inches deep. The boat frame was covered and floored with two-inch planks of yellow pine. The joints were calked by beveling the sides of the boards, tamping in oakum with a special calking tool, and pouring the unfilled portion with hot asphalt. The corners were battened with tin. Since the river measured 180 feet across, we determined to put in nine 20 foot spans. To provide a bearing for the deck joists and make the boats ride as easily as possible a bent was built in the center of each boat. This also provided a maximum span for the joists. The bridge was twelve feet wide with a single roadway in the center of four 6 inch planks to a side. The floor planks next the bearings were lashed in place to permit the lapping of the joists to move freely with the motion of the boats. The joists were blocked between near the bearings and herring-bone bracing was put in the center of the span, to keep the joists from turning. The joists were held between dowels set in the caps of the bents in the boats to permit the swing of the structure. The bents of the boats were heavily spiked together and the joints of the boat frames were all doweled. The rest of the work was simply nailed or spiked together. The boats were painted with carbosota, a creosote preparation. We will never forget the creosote burns we received on this job and the frequent trips to the Fort Riley Hospital for first aid treatment and dressing.

Our boats were rolled to the edge of the bank, several feet above the water and shoved off. They stood such a launching in fine shape and sprang no serious leaks.

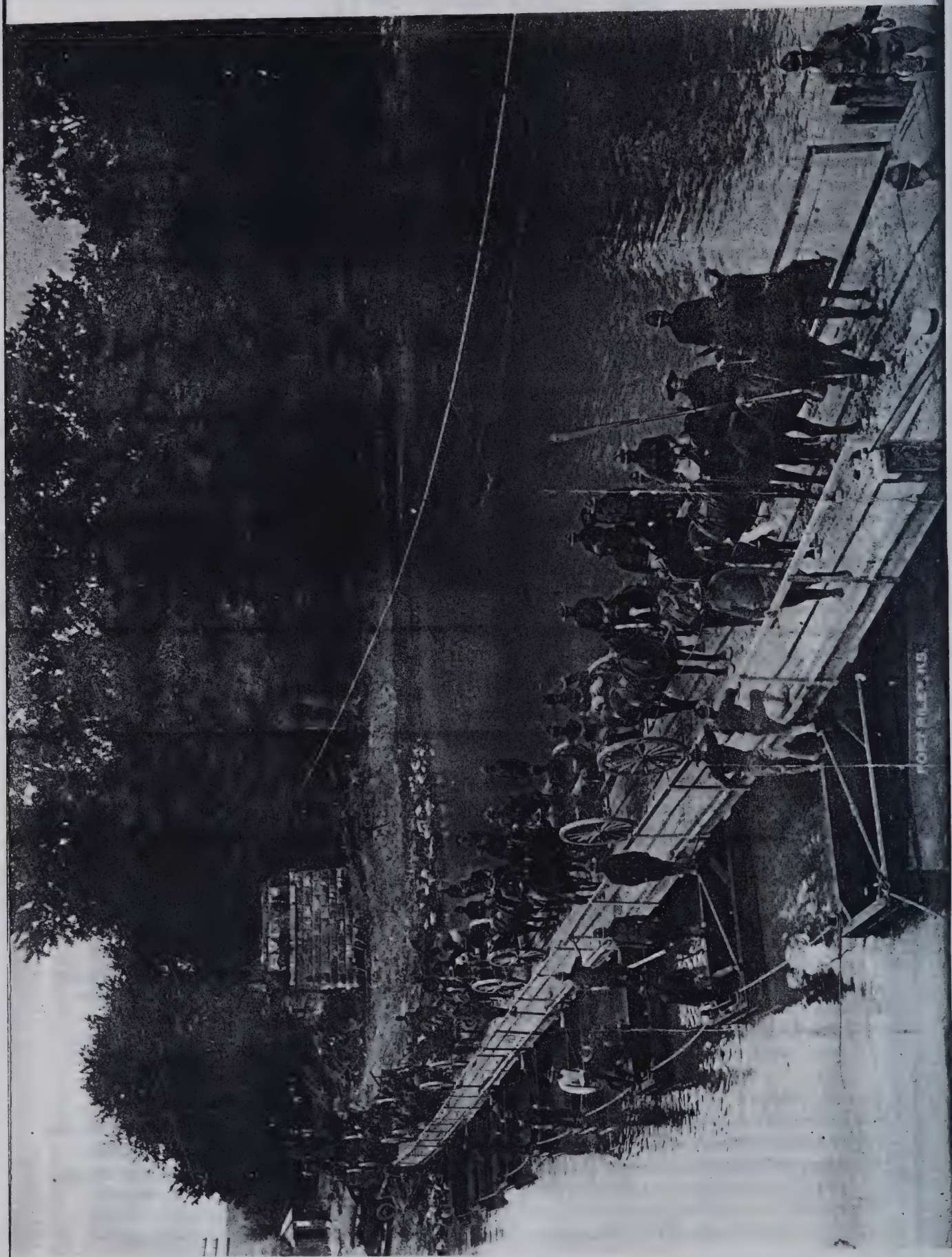
The structure was completed shortly after this time. The boats had dowels set in each corner and each boat was tied from these dowels to the next boats. A bridle of three-inch Manila cable was stretched upstream across the river and tied to big trees. This bridle was then fastened by a cable to a bridle of cable on the upstream end of each boat. All cables were floated on barrels.

The bridge was designed for a one-way road with a carrying capacity of a five-ton truck, loaded, with an allowance for a six-inch free board.

The opening of the pontoon occurred on a Sunday morning at about eight o'clock. After a battalion of artillery had passed over successfully, the bridge was opened to traffic. Twelve hundred vehicles passed over before midnight. It was necessary to place a traffic detail there and institute a system of signals to handle traffic both ways. This became the popular route into Riley, as the other roads were in the process of building. Later it was a one-way route into Riley.

In the meantime, the company had moved from Fort Riley to the new wooden barracks at Camp Funston. This camp had risen from nothing to a great city filled with troops. Our work there was finished with the completion of the Funston Barracks, and on October 18, 1917 we were removed by train to Camp Doniphan, Oklahoma, to join the 110th Engineers as a part of the 35th Division for training purposes as a unit of that division under the general command of Major General William M. Wright.

At Camp Doniphan the 110th Engineers were commanded by Colonel Sherwood A. Cheney.





Fort Sill Oklahoma



The first call June 21, 1917 - Washburn College



John McIntyre and
Tommy Shannon



LeRoy Anderson, Dick Currens, Bill Calderwood and Shorty Carrol



Some of "A" Company's Pick and Shovel gang

Shortly after the Company joined the regiment, Captain G.L. McLane was transferred to other duties and the Company was put under the command of Captain Hugh W. Crawford. Shortly thereafter, Captain Crawford was transferred to other duties and Captain Orlin Hudson, was transferred from "C" Company, to take command of "A" Company.

When Captain Orlin Hudson took over the command of A Company we will all remember that the Company was lined up in company front and Sergeant "Tex" Owens called the company to attention and Captain Orlin Hudson walked out in front of the organization and delivered his first greetings to the company. It was delivered in a deep voice more like a growl than an oration, and he finished up by saying that he was easy to get along with, if he had his own way "But all Hell can't get along with me if I don't." With that he turned and walked back to his quarters and "Tex" dismissed the organization.

From this time on rigid discipline descended upon "A" Company. A good many of the men will recall how they had to carry a log on their shoulder, up and down the company street for some infraction of orders.

About this time, by army reorganization orders, the size and strength of "A" Company was increased from one hundred sixty-four men to two hundred fifty men. To accommodate this enlargement "A" Company received in the neighborhood of ninety men from other units principally from Camp Funston, Kansas, and Camp Travis, Texas.

From this time on we really began training in earnest, the hikes we make, the trenches we dug, the cold bleak winter of 1917 when half the company was quarantined with sickness and disease. The wintry blasts roared through our tents. We would wake up in the morning covered with either snow or red sand that had whirled in during the night.

We all remember the famous hike to Buffalo Mountain under the command of Captain Tillotson, after marching for hours and hours in the hot sun and everybody so dry, they were spitting cotton, we came to the fenced in Buffalo Ranch and Captain Tillotson gave his long to be remembered command, "Fall out on the right and see the buffalo."

Under the leadership of Captain Hudson, Company "A" become quite cocky, and we can always remember the pride with which "A" Company led the regiment on parade.

But all things must end, so did our training in Camp Doniphan. On April 23, 1918 we entrained for the port of embarkation. It was time for us to start overseas. It was a four day trip to Camp Merritt, but we passed through beautiful country on this trip. The towns we paraded in to gave us exercise while traveling across country. How good it felt after these four days crowded in hot pullman cars to enjoy the luxury of a shower-bath at Camp Merritt.

Early on the morning of April 30, with full pack and belongings we started on that grueling hike to the banks of the Hudson River, it was a cold, foggy, misty morning and we were crowded into a ferry boat that took us down the Hudson and eventually to the gangplank of the U.S.S. Great Northern. The luxury ship of the Pacific. We were the first aboard and we were quartered in the center of the ship.

What beautiful scenery, sailing down the Hudson River, viewing the large beautiful Castles that you will find along the river and on the Islands in the river. To view for the first time the skyline of Manhattan across the river. Then the thrill of viewing the broad Atlantic as the Great Northern was towed out of the Harbor by the Tugboat Newburg, on May 2 and for eight days we journeyed across water, never knowing when we might see and be attacked by a German U-Boat. We were crossing without a convoy. We were on guard constantly watching for submarines. What a sight it was when twenty-four hours out of Brest, France we were met by a convoy of Destroyers and escorted into the Harbor.

History of Company "A"

On landing at Brest, France, we endured a grueling hike to Pontenezen Barracks, up a steep hill through the town, where the streets were lined with little kids begging for pennies. At the Pontenezen Barracks, which were the old Napoleon army barracks, we slept on cobble stone floors. We arrived in Brest, France May 10, 1918.

Three nights we spent at the Pontenezen Barracks, Then in the early hours we made a long hike and boarded for the first time those little box-cars marked "40 Hommes and 8 Chevaux" and sky-larked across the fields of France without caring for comfort or sleep until we landed at the seaport of Le Havre upon the English Channel, where we again marched to a place known as British Rest Camp No. 5. There we gave up our Springfield rifles and our bayonets and under the direction of the British authorities were issued that clumsy weapon known as the British Lee-Enfield together with ammunition and a British Bayonet and a British gas mask. Here we went through the gas testing houses and found that most of our gas masks were defective.

On May 18, we left Le Havre by passenger cars and proceeded to the town of Eu where we paraded through the streets behind the martial music of a Scotch Highlander band. These Highlanders were dressed in their native kilties, and how beautiful that music sounded. Bagpipes and drums, the bass drummer dressed in Leopard skins and how he could twirl those drum sticks. We really strutted to this music. It was here that we got our first glimpse of some of the mutilated child refugees from Belgium.

From Eu we traveled to the town of St. Martin where we arrived on May 19. It was here that a lot of the boys sampled champagne for the first time. On May 27th we left St. Martin and arrived at Coisy by Ailly sur Somme and Villers Bocage and Bertangles where we were placed under the command of British officers and British N.C.O.'s for training as "Royal Engineers." We will never forget the British rations consisting of two meals a day made up chiefly of marmalade, cheese, canned bully beef from Argentine-hoof, hide and hair-and at night we watched the British anti-aircraft batteries fire constantly at German Airplanes Overhead. It was here that we worked side by side with the British Colonial troops digging trenches and building fortifications for the British armies to fall back upon in case of necessity, it was here that we watched the shelling of the Cathedral at Amiens, just a few kilometers away. Here we fraternized with the "Anzacs" from New Zealand and the "diggers" from Australia and the British Tommies. What a joy it was when the drive was stopped and we were relieved from British duties and could rejoin our own thirty-fifth division. To exchange our British equipment for the American Enfield and the long train ride in French freight cars past Paris and on to the picturesque mountains around Xertigny. We left Coisy on June the eighth and arrived at Xertigny on June 11th, via Denoux.

On June 21, 1918 at Xertigny we celebrated in no uncertain way our first anniversary. Many things had happened to Company "A" in the span of one short year. From kids just out of school to tested veterans.

The Company was billeted at Xertigny until July 1st, when we departed in trucks for Wesserling and July 4th we marched seven miles to the top of Boussat Hill. We started up with full pack, but Captain Hudson succeed, after we had gone part way, in having Company "A's" packs hauled up by tramway. I understand the other Companies had to carry their packs all the way. We were met at the top, very early in the morning by the French who distributed us in hillside dug-outs. It was here that on July 7, 1918 we were under our first bombardment.

On July 21st we arrived at Camp McClure, here we lived in our pup tents, in individual fox holes and mountain-side burrows and because of the difficulty in reaching our positions our rations limited us to two meals a day. After leaving Camp McClure we were in constant bivouac and movement with no shelter excepting the pup tents which we lived in for many weeks.

We left Camp McClure on September 1, destination Champdray, left Champdray September 5th, arrived Blainville, from here the thrilling ride in French Camions driven by sleepy Anamite drivers



Pontenezen Barracks



35th Div. Location on Boussat Hill



Vauquios Hill



First Aid Station in old dugouts at entrance of Cheppy

where we detrained near Luneville, and then without food commenced and completed a continous hike of fifty-two kilometers to the town of Maron where the entire regiment dropped and slept from sheer exhaustion and where some twenty-four hours later we were revived by the first hot meal in days.

From here on September 11, we went to Liverdun and from there we hiked to positions where we were used as reserves for the St. Mihiel drive. Those days and nights of continuous rainfall, where we would put up our pup tents in a quagmire of mud. We lived almost entirely upon iron rations. It was at this time that Captain Tillotson gave another of his long remembered commands. "Fall out on the right and get a good night's rest."

On September 18 we arrived at Charmontois and left there on the 20th and arrived Boaulieu, Rarecourt on September 21, and from there on September 25th we hiked into position for the Argonne drive.

No other engineer regiment of a combat division of the American Expeditionary Forces can quite match the experiences of the 110th Engineers in the greatest battle ever fought-the Meuse-Argonne.

Battle orders had been issued and at 6:30 p.m. September 25, 1918, the regiment, 1,500 strong, with two companies of pioneer infantry ("good pick and shovel men") attached, moved off toward the division front, where grim Vauquois loomed. The Engineers knew that the division would attack in a column of brigades, regiments side by side. One company of engineers reported to the 69th brigade for use in cutting wire and overcoming obstacles. One company of engineers (less one platoon) was to assist in the advance of the tanks, and two platoons of engineers were to look for traps and concealed mines. These were the orders to the 110th engineers. There was the imperative directive that road troops be impressed with their responsibility in opening and repairing roads.

The regiment marched up to Neuville, with Major E.M. Stayton as the field commander, a post that he occupied throughout most of the action since Colonel Thomas C. Clark was on other duties as division engineer. At Neuville, the column split. Captain Orlin Hudson led the first battalion off to the northeast, toward Buanthe Creek, where it was to assist the assaulting regiment on the right of the 35th division sector. The second battalion commanded by Captain Wyatt Taylor, made its way up the left half of the sector, the general limit of which was the Aire River on the west. The Germans held Vauquois, in the center, against which a "pinching" operation was directed.

It was the first task of the engineers to provide crossings over No Man's Land for the artillery and transport as soon as possible after the infantry had passed through. The wire cutter detachments went with the assault waves and were woefully lacking in tools to remove the entanglements. The morning of September 26th, at five o'clock in the morning, the 110th engineers went "OVER THE TOP" the men walking up against deep belts of heavy, tangled barbed wires, armed with pliers and a few axes, to the accompaniment of singing bullets, crashing shells, whizzing splinters.

There was no scene, but in its place a cloud of mingled smoke and fog, patchy but thick enough, resting on gaseous hollows, torn holes, intricate trench lines-a tortured earth. Sunshine was withheld which, had it gained admittance, would have revealed our thin lines of guardsmen walking north into the dark scene, beating on in irregular wave after wave, leaving eddies and whirlpools of attackers around dozens of nests defended by war-weary, but skilled and desperate men in field gray, the typical German machine gun defense of the period.

A vast artillery preparation had softened the German lines and the infantry hurried forward, passing around Vauquois Hill on the left and right leaving a mop-up battalion to take care of its defenders. The engineers were close behind. Taylor's battalion headed for Boureuilles, an acre of wrecked stone that once was human habitation, while Hudson worked over a road from La Barricade to Buanthe Creek, being held up somewhat by the slowness of the 91st Division's advance on the right. But at 11:35 a message went back from Taylor to Colonel Clark: "First wagon just through Boureuilles over 110th Engineers road. Am going ahead toward Cheppy."

- This favorable report of progress threw much transport into the road on the west side and caused some jams, but in the meantime Hudson also was working toward Cheppy, although the alert enemy was putting shell holes into the new road at frequent intervals. By mid-afternoon, Hudson was in Cheppy, just an hour behind the infantry. There they learned something of the fate of the platoons that went up with the tanks. The fog had rolled away during the morning, disclosing the Germans clinging to their steel plate nest overhanging LaForge Moulin. The crossroad under the trees was "the center of a wide-stretching cemetery of unburied dead, and the road ditches a goal for the living, until heroic individual efforts enlisted the tank crusade which finally cleaned the Germans from both banks of Buanthe Creek South of Cheppy."

The first day's advance found the engineers everywhere playing an accompanying strain to the guns with their picks and shovels. It was work, work, work far into the night, to keep the transport moving, to maintain liaison with the infantry, to look after bridge materials, the combat train and reconnaissance forward. Messages from the colonel... "don't stop work... keep up with the infantry... you must go forward." So it went on the 27th and 28th, with the infantry pushing up through Very, Charpentry, Baulny, Chaudron Farm, Montrebeau Woods and even to Exermont itself. The 35th outdistanced the division on its left and right. So fast had been the advance that the division soon was to find itself in a serious plight, with enfilading fire being poured in by enemy artillery from both flanks and increasingly vigorous German activity in front.

Shortly after noon on the 28th came a significant message from Colonel Clark: "Indications are this division is going to dig in. Be prepared to jump in and help."

Jump in and help! The 110th engineers responded nobly. They prepared a line just north of Baulny, on which the forward infantry elements could be rallied as they drew back from the dangerously advanced front. And there, on that line, the engineers put down their picks and shovels and took up the last reserve!

Major Stayton took the two battalions up the ridge south of Chaudron Farm and indicated the general position on the forward slope. As soon as they were observed, the German artillery opened up with a vicious fire. The major indicated he thought it was a poor line. Up ahead a German observation tower in plain view... how the men did dig to get under cover... Lieutenant Hanley, Lieutenant Dingelstedt, Joseph J. "Tex" Owens, Alfred G. Baker, William V. Collins, Annas Guillion, Charles T. Jessup, Paul D. Adamson, Fred Norris, Harold N. Rogers, Robert S. Thurman, Eben W. Parks, Harold D. Thurman and Philias I. Gagne killed in action, (others who died later from their wounds) Roscoe England, Sid Eberhardt, John Light, and Walter C. Janney. The wounded too many to mention included Orlin Hudson, Lieutenant Gaw and McCarty gassed. We were woefully short of officers.

Colonel Clark now came up to take command in the field. "We let the infantry through tonight and then give Boche hell if he follows, which he won." The infantry began to reform on the line or on the reserve slope. There was little confusion.

Through the night the engineers worked on, deepening and extending the trenches. The weary infantrymen could not help. The morning of the 30th the Germans advanced to the attack, following artillery preparation, and for two hours nearly every engineer participated in the rifle fire. German machine gunners filtered out into the shallow swales and along hedges, setting up their guns a thousand yards from us. This test of our line was made by parts of one or both of two fresh German divisions, the 52nd and the 5th guard, which had arrived on our front in time to stop our final attacks.

Soon the fighting died down. The 110th engineers' line stood in tact and their assistance in the fight had stayed the Germans' heavy counter attack. Now there was a rumor of relief that was confirmed late that night with the arrival of the advance columns of the 1st division, who took over the 35th's sector and resumed the advance the next day, running into a trap prepared by German gas shells in a bombardment that placed 1,500 bursts in the area in three hours.



Shell torn area near Cheppy



The Hottest Spot in the Argonne-Exermont



110th Engineers Enroute to Brest from Lerouville



110th Engineers Receiving D.S.C.

The worst test a soldier has is to be fired at by every sort of a weapon and have to go right on with his work, without a chance to crack back. That's what the 110th engineer regiment did. Nearly three days they worked with pick and shovel, building roads, doing every sort of work imaginable, working with the tanks to get them up, cutting barbwire, helping out everybody. Always they were under the most severe shell fire and gas attack, and doing back-breaking work. But they never faltered or kicked. They went on, hardly without eating, and practically without sleeping. Then, when they were needed and the call came, the regiment, to a man, took up their rifles and fought like infantrymen. We held the reserve line thirty-nine hours in the fiercest kind of fighting, fought the Boche to a standstill. We lost 260 men killed and wounded in the battle-in fact our losses were the fourth heaviest of any engineer regiment in the A.E.F.

The regiment was cited twice-once for effective work as engineers in road-building and trench-building under severe fire, a second time for its thirty-nine hour fight as infantrymen, holding the reserve line in the critical hours.

On October 1st when the infantry regiment of the First Division came up and took over our position, we were told to straggle back to form under the old Roman Road for retirement. The men straggled individually into the town of Cheppy where each survivor was tearfully met by our beloved Captain Tillotson. When the remainder of Company "A" left Cheppy a check-up revealed that only ninety-two men were accounted for out of the full strength of the company that had started the drive a few days before.

The morning of October 2nd we left Cheppy and hiked to the Woods at Wally where we remained until October fifth. A few more stragglers joined us here. On October fifth we marched to Conde where we received replacements, new equipment and medical attention. Then again the drilling so that the new men could be worked into the places left vacant by those who did not return. Those new men lacked experience both in training and in battle, and we also received new officers most of whom were fresh from training school and eager to exercise the commands which they had so recently learned.

Then came rumors and more rumors-Company "A" was to go into another drive. The Fortress of Metz was to be attacked-This stronghold was considered the strongest in all Europe-and the 35th division was to be used as shock troops. There was talk of a frontal attack on the city of Metz and we drilled and trained for this advance.

Then came marching orders. We left Conde on October 12, 1918 and arrived at Monthairon the next day and from there to Camp Savoyards on the 14th of October.

Then followed the days at Sommedieu and Savoyards, which we later learned was a defensive action in the defense of Verdun. We spent many hours drilling while here. It was also here that you will recall the shelling of the little field hospital near Sommedieu. All this time we were training for the big drive at Metz.

Early in November reports began coming to us from the French soldiers, also in that sector, that there would soon be an armistice.

We left Camp Savoyards November 6th for Ippécourt preparatory to get into position to attack the fortress of Metz. November 9th we hiked to Longechamps and then on November 10th, we started on a long night's march...destination unknown...early in the morning we pulled into a little crossroad to remain under cover for the day, with suddenly the Colonel's car came by with half a dozen members of our band. Shouting "An Armistice Will Be Signed at 11 o'clock."

You will recall the inspection we stood that morning out in an open field. Having equipment inspection. We all felt that we should have been allowed to celebrate the occasion in the town of Loxeville-Ernecourt near by. There was no celebrating for "A" Company that night, at the close of the day we again rolled our packs and slung our rifles over shoulder and started out again. The next day

we arrived at St. Mihiel where we remained until the morning of November 17th when we marched to the woods north of Iacroix. You will remember this as Fort DeTryon, where we bunked in the old shacks dug in the hills, which had been occupied all during the war by the Germans. Here we really acquired "COOTIES." The hours we spent here READING OUR SHIRTS.

We left Fort DeTryon on December 9th and marched into Lerouxville (close to Commercy where part of the regiment was housed.) We spent the winter here. Those cold winter nights when we made nightly forages hunting and stealing wood, which by army orders was verboten.

Some of the less wounded men returned to the company here, The drills, parades and gin mill riots that took place that winter at Lerouxville.

On February 8, 1919 we packed our equipment and were loaded into American box cars and began the journey home. That journey back to Brest-By the way, who swiped that cask of wine? which appeared mysteriously. When the train stopped a few minutes, you would see fellows dashing down to this certain box car with their canteens for a refill. Many a man was sick before we reached the city of Brest.

February 12th at 3:40 P.M. we returned to the city of Brest, again the long hike through the town up that long hill to the Pontonezen Barracks, which by this time had grown to a tent city of some eighty thousand inhabitants. It was here that a thrill came to all of us when we marched on parade and saw eight members of the 110th engineers decorated with the Distinguished Service Cross, four from Company "A." Hugh Caywood and John McIntyre for cleaning out machine gun nests and taking prisoners with their bayonets. John Light, while seriously wounded himself, after having cleaned out a machine gun nest had insisted on evacuating all of the wounded members of his squad while he remained on duty. John Polley, probably the worst soldier in the outfit, had attacked with his bayonet and either killed or captured the occupants of a concrete machine gun emplacement which had retarded the progress of the attack. Captain Hudson, although severely wounded on September 29th and automatically entitled under army orders to receive the Distinguished Service Cross, (which he afterwards did receive,) had refused to consider himself until he was sure that there would be enough decorations for his boys.

After many weary weeks in this muddy forsaken spot, (it rained almost every day) we were surprised and thrilled to receive word that we were headed home. Once again on the march. This time down that long hill to the wharf where we boarded the transport Von Steuben (which at the beginning of the war was that noted German raider Prince Frederick.) On April 11, 1919, we sailed from Brest for home, those seven days of rolling seas, seasick soldiers happy in the thought that they were on their way home through peaceful waters. Oh what a wonderful sight, the Statue of Liberty, as the S.S. Von Steuben sailed up the Hudson River to its dock at Hoboken, where we transferred into trains which took us to Camp Mills. We arrived there April 19, 1919.

At Camp Mills we were subject to constant inspection and delousing processes, with flying trips to view the sights of New York City. But on the morning of April 27, 1919 we boarded a pullman train that carried us on that last journey as soldiers, returning us to our families and civilian life.

The journey home. We never realized so many miles of roadbed lay between New York and Kansas. At last we were nearing home. Three - hour stops had been arranged at Kansas City, Missouri, Kansas City, Kansas and Topeka, Kansas, where our families could see us for a few minutes. We were scheduled to arrive April 30, Kansas City, Missouri at 9: A.M. Kansas City, Kansas at 1 P.M. and Topeka, Kansas at 7 P.M.

The train was in three sections, the first section with Company "A", arrived Topeka 7:36, just thirty-six minutes behind schedule. The second and third sections were delayed in Lawrence by a regular scheduled passenger and did not arrive Topeka until 8:50.

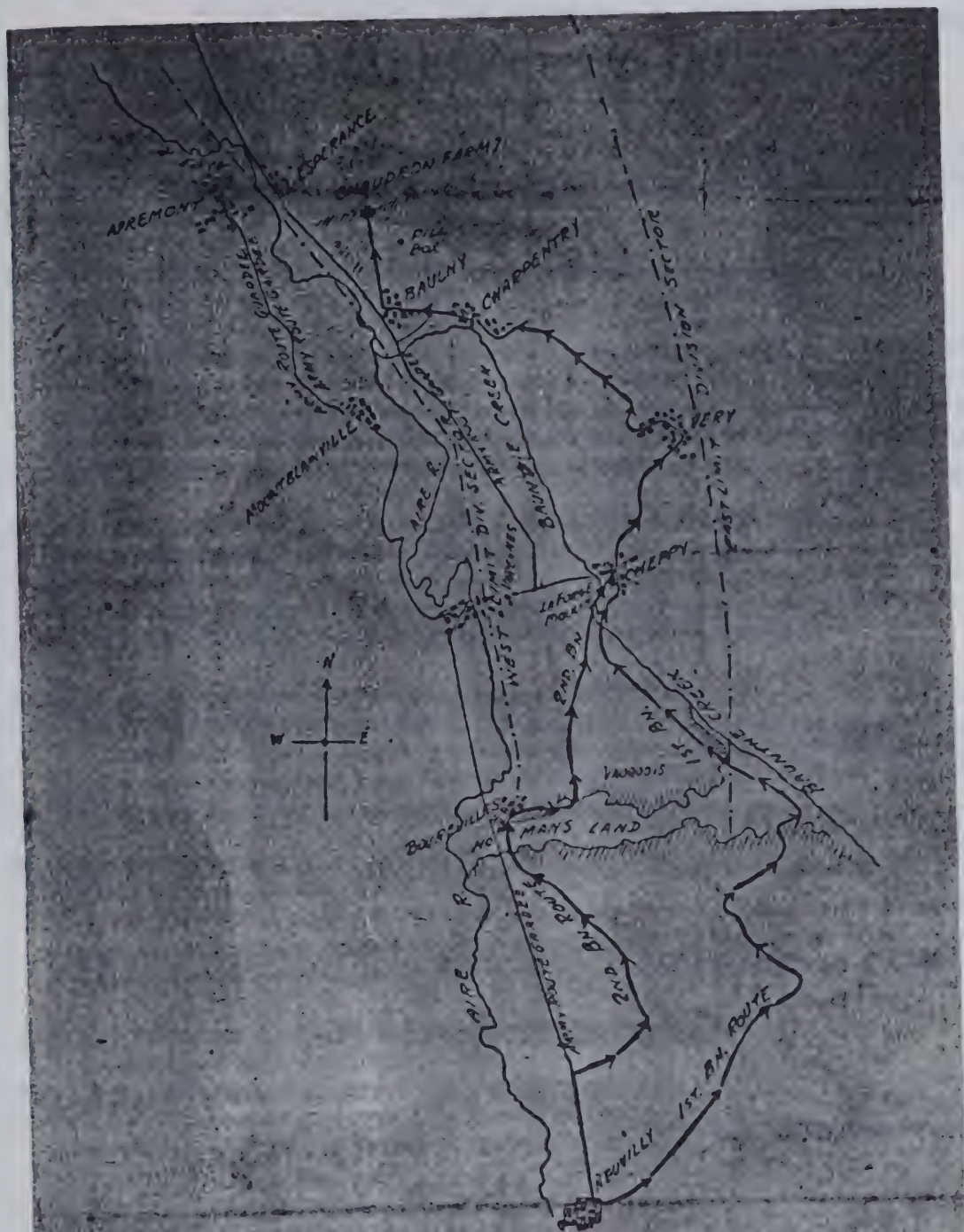
At Topeka hot coffee, sandwiches, doughnuts and home-made cookies were served by the Red Cross canteen. We visited with our families and enjoyed this good home-cooked food.

As soon as the soldiers had eaten, the parade was formed. It was led by Colonel E.M. Stayton, followed by the regimental Band the companies in order led by Company "A." Captain Roy Finney Led Company "A." Across the Melan bridge, under the triumphal arch erected by the Chamber of Commerce and the Topeka's Loyal patriotic citizens. The old fighting tunes which were played and sang on those long marches in France were again played as we marched up Kansas Avenue to the State Capitol grounds. What a crowd lined Kansas Avenue all the way to Tenth street. We visited with our families until eleven o'clock when Colonel Stayton gave the orders to march back to the train, and after we crowded aboard the train and headed for Fort Riley, our loved ones were still waving goodbye as the train passed out of sight.

Then Camp Funston, Kansas, our journey end, where after more inspections and examinations we check in all the equipment. (Ralph Oman described it "All equipment we couldn't steal.") On May 3rd, 1919 we received our Honorable Discharge, our \$60.00 bonus, our travel pay to our homes, and were commanded to be on our way.

Thus ended the history of Company "A" 110th Engineers, 35th Division, American Expeditionary Forces. This is our story. Is it any wonder that we are proud men? We were members of the greatest engineer team of all times. The 110th Engineers.





SCENE OF THE 110TH ENGINEERS' ACTIVITIES IN THE MEUSE-ARGONNE BATTLE IN SEPTEMBER, 1918. RE.
PRODUCED FROM "THE SANTA FE TRAIL LEADS TO FRANCE." BY CAPT. EDWARD P. RANKLIN

THE RECORD OF THE 35th. DIVISION

The following statistical information with respect to the activities of the 35th Division in France is taken from the book entitled, "American Armies and Battlefields in Europe" which was prepared by the American Monuments Commission, of which General John J. Pershing was Chairman.

Days on Front Line

| | |
|----------------------------|----------------|
| Training in line | 37 days |
| Sector | 43 days |
| Battle | <u>30 days</u> |
| | 110 days |

| | |
|--|--------|
| Miles advanced against enemy | 7 |
| Prisoners captured | .781 |
| Prisoners Lost | .167 |
| Replacement received | 10,605 |

In connection with the above figures it is interesting to note that there were but five other American divisions officially credited with longer front-line service than the 35th Division. The divisions having been officially credited with a greater period of front-line service are as follows:

| | |
|-------------------------|----------|
| 1st Division | 223 days |
| 26th Division | 205 days |
| 42nd Division | 176 days |
| 2nd Division | 139 days |
| 77th Division | 119 days |

It is of further interest to observe that for the relative period of time spent in offensive battle service but one other American division sustained Casualties greater than the 35th Division in a like period of time.

The 1st Division from July 18th to July 22nd, in the Aisne-Marne offensive, sustained 6,870 casualties.

The 35th Division, in the Meuse-Argonne offensive, from September 26th to October 1st sustained 6,006 casualties.

"A" Company sustained a total of ninety-one casualties in action. This does not include death from disease.

Citations Received

The regiment received noteworthy recognition by a general order published on February 24, 1919, which regimental citation is as follows:

AMERICAN EXPEDITIONARY FORCES
Headquarters Services of Supply
Office of the Chief Engineer A.E.F.
24 February 1919

From: The Chief Engineer, A.E.F.
To: Commanding Officer 110th Engineers
Subject: Letter of Commendation

1. Before issuance of definite orders for your regiment to return to the states, it is my desire that the command be advised that they have met the conditions imposed by the conflict just concluded in a most satisfactory manner.

2. The construction of field fortifications and bridges across the Somme, the front line construction, tunnelling and road work in the Vosges was notably well done. The excellent record made in front line service is a matter of pride to the Chief Engineer as it should be to each soldier in your regiment.

3. I desire that you and your command know that the services rendered were highly satisfactory and deserve commendation.

W.C. LANGFITT
Major General U.S.A.

A number of the officers and men of the regiment received the Distinguished Service Cross, and Colonel Thomas C. Clarke received a posthumous reward of the Distinguished Service Medal. These individual citations are as follows:

ORLIN HUDSON: Capt. "A" Co., 110th Engineers, 35th Division.

Baulney Ridge, France - Sept. 29-30, 1918.

"At a critical period in the attack when the assaulting troops, were compelled to withdraw, he advanced his battalion of engineers from a support position in the face of heavy artillery and machine gun fire and established a line of resistance. Rallying to his support elements of retiring units, he repulsed three strong counter-attacks and held the line until reinforcements arrived. Although severely wounded early in the operations, Captain Hudson refused to be evacuated and remained with his command throughout the entire action."

HUGH T. CAYWOOD: Sergeant 1st class "A" Co., 110th Engineers, 35th Division.

Near Cheppy, France - September 26, 1918

"While a member of a platoon of wire cutters he, with the assistance of a comrade, attacked and captured an enemy machine-gun nest that was holding up the advance. One officer, six men and two guns were taken in the face of intense machine gun fire."

JOHN McINTYRE: Sergeant Co., "A," 110th Engineers, 35th Division.

Near Cheppy, France - Sept. 26, 1918.

"While a member of a platoon of wire cutters he, with another sergeant, attacked and helped to capture an enemy machine gun nest that was holding up an advance. One officer, six men and two guns were taken in the face of intense machine gun fire."

JOHN C. LIGHT: Corporal Co., "A", 110th Engineers, 35th Division.

Near Cheppy, France - September 26, 1918.

"He fearlessly attacked a machine gun position and single handed killed one gunner and captured another. Later, when his entire squad was wounded he refused to be evacuated, although severely wounded himself, and remained at his post until his entire squad had been cared for."

JOHN R. POLLEY: Private Co., "A," 110th Engineers, 35th Division.

Near Cheppy, France - September 26, 1918.

"When the infantry attack was held up by direct fire from an enemy concrete machine gun emplacement, Private Polley, who was a member of a wire cutting detail, charged the emplacement with one infantry soldier, capturing two guns and two prisoners and enabling the advance to continue."

JOSEPH N. RIZZI: Corporal Company "A" 110th Engineers, 35th Division.

Near Cheppy, France - September 26, 1918.

"Corporal Joseph N. Rizzi, known to his buddies as 'WOPPY', received a citation from General John J. Pershing for 'Distinguished and exceptional gallantry at Cheppy, France, on September 26, 1918. At a later date, by War Department order, he received the SILVER STAR MEDAL for his achievements."

Awards and citations were hard to come by in World War I. There were others in "A" Company whose heroic efforts were characterized by acts no less distinguished, and of equal gallantry, and in many instances, beyond the call of duty, who did not receive their just reward in the tangible form of

a medal. Perhaps this recognition by the men who know what the others did will compensate for the War Departments failure to give full recognition and due consideration to those of "A" Company who were recommended for awards.

Miscellaneous Information

The battle flag of the regiment now rests among the archives in the Liberty Memorial at Kansas City, Missouri. Furled from its standard are the battle ribbons which correspond to the bars upon the Victory medal issued to those members of the Company who served with the Company at the front in France.

In addition to the Victory medal there are other decorations which every member of the Company is entitled to wear on ceremonious occasions; provided such member's service was continuous with the Company in France. These decorations are as follows:

1. The Verdun Medal. This medal is issued by the French Government to all those who participated in either the St. Mihiel or Meuse-Argonne offensive or in any defensive sector in the locality of the city of Verdun.
2. French Commemorative Medal. This medal is issued to all allied soldiers who served in the army prior to November 11, 1918.
3. British General Service Medal. This medal is issued by the British Government to all men of the allied forces who served with the British forces. Our service with the British in the Amiens sector as a part of the 5th British Army entitles us to that medal.
4. St. Mihiel Medal. This medal is awarded by the French Government to all allied officers and men who served in the defense of St. Mihiel or in the St. Mihiel sector.
5. The Purple Heart. This decoration is awarded by the War Department of the United States to all men wounded or gassed in the service.

Achievements of 110th. Engineers

One of the outstanding achievements of 110th Engineers, was its taking over of the entire division front on September 29, 1918, when due to the severity of the attack the 35th Division became almost non-existent as a functioning unit. The ability of the 110th Engineers to assume this task was largely due to the excellent training it had received at Camp Doniphan under Colonel Cheney, who later was promoted to the rank of Brigadier-General and named as Chief Engineer of the American Expeditionary Forces.

Many officers who served in "A" Company were subsequently promoted and later assigned to greater tasks.

Captain Hudson was promoted to the rank of Major in command of the First Battalion; Major Leigh Hunt was promoted to the rank of Lieutenant-Colonel and became a member of the general staff of the Second Army Corps; Major E.M. Stayton was promoted to the rank of Lieutenant-Colonel and placed in active command of the regiment; Lieutenant-Colonel Thomas C. Clarke was promoted to the rank of

Colonel and made Division Engineer Officer; Lieutenant Roy A. Finney was promoted to the rank of Captain in recognition of his organization ability, and made Regimental Supply Officer in charge of all supplies. Later he was placed in command of Company "A" in which he had commenced his army career and was entrusted with the responsibility of bringing it home. Lieutenant Tillotson was promoted to the Rank of Captain and became Regimental-Adjutant. During the Meuse-Argonne offensive Captain Tillotson was in command of "A" Company while Captain Hudson was acting as Battalion Commander.

From the moment of its organization until the Company was mustered out of service, the following officers served with Company "A":

Captain G.L. McLane, Captain Hugh Crawford, Major Orlin Hudson, Captain Luther R. Tillotson, Captain Carl E. Rouse, Captain Roy A. Finney, Lieutenant Otto Dingelstedt, Lieutenant Fannon Beauchamp, Lieutenant Henning F. Nelson, Lieutenant James Edward, Lieutenant Charles A. McCoy, Lieutenant William J. Hanley, Lieutenant Leon B. McCarty, Lieutenant Richard Gaw, Lieutenant Ferd Valinoti, Lieutenant Roy Hedges, Lieutenant William D. Weidlein, Lieutenant James P. Irons, Lieutenant Frank C. Whyte and Lieutenant John H. Haggerty, Jr.

LAST MAN CLUB

Company "A" 110th. Engineers

35th Division

American Expeditionary Forces

June 19, 1917

—

May 3, 1918

Time will never erase from our individual and collective memories the happier side of our existence. There are none of us today who do not recall the mule-like bray of Ivan Huntsinger; the dry with of Brooks Berlin; the lethargic indifference of Bob Thurmas as contrasted with the serious energy of Fritz Bonebrake; the philosophy of Skipper Bell; the wisecracks of Bill Doak; the kind and gentle manner of Captain Crawford; the terrible cooking of Tommie Gaines and Tiny Guyer as well as the terrible bugle-ing of Homer Davis and Case; the popularity of Jimmy Irons, Shady Lane and Toughie Terrill; the families represented in pairs such as the Bruce, the Magill, the Stephan, the Case, the Steadman, the Bunce, the Quigley, the Long, the Taylor, and the Mason Brothers; the boxing feud between Joe Rizzi and Gaston neither of whom ever met the Camp Ketchum; Bill Kinkel and Don Monroe who did everything in slow motion; Doc Osborn who graduated from a bugler to a runner; Ray Pringle who was a better crap shooter than he was a cook; Don Purdy beloved by all and a fine soldier; the company football team led by Tiny Ruble, Tad Reid, Red Martin, Biscuit Crowder, Frank Daeschner, Red Welch, Chief Thompson, Don Rees, Ernie Trull, Bud Wiley and Prewitt; the wrestling match of Gene "Goldie" Burke and Red Welch; the constant chatter of Johnny Scribner and Shelly Sills contrasted with the serious calmness of Chet Simmons and Lanky Talbert; Red Stevens, the prince of hard luck; Andy McBride and his bald head; the crap shooting ability of John McIntyre, Crutch Wardin and Buck Weaver; the contest between Swede Carlson and Ralph Oman for the title of the best "Crabber" in the outfit; Chief Thomp-

son and Dave Welch, the Damon and Pythias of the outfit; the sincerity of Claude Huffman and Philo Wright; the ability of Lige McClain as a tonsorial artist; Pug Garrett, the spark plug of the Fourth Platoon; Lloyd Ice, the sage of the Second Platoon; the friendliness of Blackie Kerr; those two smiling Irishmen Martin Tobin and Tommy Shannon; the versatility of Gus Palmer, a combination sailor-soldier; the efficiency of Bill Lingo and Bob Rainey; the salesmanship of Supply Sergeant Smith; the confidence that Kanode's platoon had in him; the hell that June Lindsay could raise; the strength of Matt Felder; the piety of John Doane; the ability of Johnnie Elliott to get in and out of trouble; the political activities of Philander Smith, Lee Nofztger and Ding Bell; the good nature of George Chandler and Bill Calderwood; the continuous campaign for sheriff of Sid Eberhardt; the suave Roscoe England; the dead seriousness of Howdy Cress; the debonair Pete Compton; the adventuresome and resourceful spirit of Albert Cheney; Ed Riley the horseman from Dover, Kansas; Bud Tomlinson, Raymond French, Bill Rogers and Dorman O'Leary who transferred to other duties; Ed Revill from far-off Alabama; and the fatherly attitude of Don Council; the time that Goldie Burke stepped in Mickie Brandon's face during the celebration of the first anniversary of the Company at Xertigny; the rolling gait of Fatty (Cupid) Harp; Ray Hockett's grin emerging from behind the freckles; the pugilistic ability of Honk Hewitt; Shorty Clements putting the gas masks on his hardtails; the king of larceny, Ex-Spence; the poker face of Leslie Brown; the hill-billy twins Carter and Blankenship; Raymond Rapp, the hard guy from Rochester; Satchel-faced Sackett; Caliway, the hawkshaw; Wofheim, the dog-robber; Rookie McCann; the red head of Finuff; the carefulness of Raymond Knight; the pink cheeks of Gene Battey; Speed Eagon, the motorcycle courier without a bike; Eli Pinet, the sheik of the outfit; the inquisitiveness of Lieutenant Doc Tolle; the duck legs of Paddy Shrader; Morris the donkey engineer; the oversized shoes of Dick Hill; McKnight from old Missouri; Andy Anderson, who not only survived his wounds but is alive today after being reported dead; Hudson's prowess as a cusser and Tilly's broad beam; the tow head of Captain Finney; the soldierly mien of Sergeant Caywood; the quiet respect which Captain Rouse commanded; the difficulty that Jay Hall had in getting a blouse that would fit; the trouble that Lieutenant Weidline had in teaching the Second Platoon to throw grenades; the respect that the outfit had for Lieutenant Nelson and Sergeant Wilbur Holiday; the skill of Parsons, Haverfield and Stream in handling a team of hardtails; those two French-Americans LeSuer and DeGroat and the boy from old Mexico, Negretti; Updegrove, the company mail orderly; the friendship that existed between Mathews and Worrall; the troubles of "Cap" Williamson and Russell Burtch; Bob Justice and Arthur Moon, the quietest pair in the outfit; those genial mountaineers Sam Sayers, Louie Saunders, "Jimtown" Tuttle, and Willis Moulton; the slue-footed gait of Cavenee; the scrappy disposition of Dick Currens; the Reno County boys Dillon, Rucker and Lindscheid; "Shorty" Carrol, who was given a cigar by Orlin Hudson, for being the only man in step at guardmount; Jerry Kesee, the sheik of the First Platoon; Lee Dungan of the Third Platoon; Dad Malloy who had a son Somewhere in France; Lieutenant Jimmie Edwards whose glib tongue earned him a commission; Lieutenant McCoy and his boxing loves; the spy-phobia of McCracken; Little Bobby Emich only half the size of his pack; Asa Canady and Chester Shepherd from the mountain country of the south; Joe Wilmoth, the laziest man in the outfit; John Ford and his girlish giggle; Ellison and his camera; Schaefer, the provo-Corporal; the unsurpassed policing ability of the first platoon; the wild-eyed company basketball team that won the championship at Brest in the spring of 1919.

It is for the purpose of perpetuating the collective memories and experiences of the outfit as a whole as well as the individual experiences and memories of the members of the outfit that we desire to form this permanent and lasting organization.

NOW, THEREFORE, BE IT RESOLVED that we hereby bind ourselves together in perpetual memory of our dead, our wounded and our sick. It is the desire and pleasure of those whose signature appear appended hereto that we organize as follows:

1

The Name of this organization shall be known as "The Last Man Club of 'A' Company, 110th Engineers, 35th Division, A.E.F."

2

The purpose of this organization shall be to forever perpetuate the traditions, the ideals, the experiences, the memories and the achievements of "A" Company and those who served in it and to commemorate them so that the memory of those who died in action and all who have since passed on shall be forever cherished.

3

This club shall have no functions other than are consistent with the above, and it shall be the duty of the organization to meet at least once every year at or near the anniversary date of the initial phase of Meuse-Argonne Battle which commenced on September 26, 1918.

4

The persons whose signatures are appended hereto shall be known as the Organization Members of this Club, and every person who served at any time during the World War I as an official soldier of record with "A" Company shall be entitled to full membership herein.

5

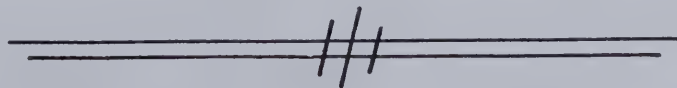
At each meeting, the club shall elect a president, a vice-president and a secretary-treasurer.

6

There shall be no dues, and any expenditures necessary shall be made up entirely by contribution from the members.

7

A duty shall be imposed upon one person whose identity at this time is unknown, and such person shall be herein known and designated as the "Last Survivor." It shall be his duty, when all others have passed on, to appear on the anniversary date and drink a silent toast to all those who have preceded him in that journey Westward.



Minutes of Meeting Held September 23, 1939

The reunion was called to order by Tom Bruce, retiring President. Thereupon, the foregoing resolution was read and declared passed.

Thereupon an election duly held, the following officers of The Last Man Club were elected for the ensuing year:

| | |
|-----------------------------------|-----------------|
| President | Ralph Oman |
| Vice-President | George Chandler |
| Secretary and Treasurer | Lige McClain |

Upon motion duly made and seconded, the following were elected as honorary officers of The Last Man Club:

Major Orlin Hudson, D.S.C.
Captain Luther Tillotson
Captain Roy A. Finney
Captain Hugh W. Crawford

IN WITNESS WHEREOF, the undersigned members of "A" Company being present at Topeka, Kansas, on this 23rd day of September, 1939, have in solemn recognition of the obligation which may rest upon them, hereunto affixed their names as follows:

Orlin Hudson
Roy Finney
Luther Tillotson
Harold Garrett
Tom Bruce
James P. Irons
Lloyd Wardin
Lige McClain
Chet Simmons
Frank Smith
Vernon Eagon
Roland Ruble
Lynn Kanode
Raymond Knight
Clarence Morris
Laurus Magill
Ralph Oman
Harley Weaver
David Welch

Frank Daeschner
Raymond Mason
Charles Bruce
Fritz Bonebrake
Homer Davis
Arthur Moon
Clark McKnight
George Chandler
Roscoe England
Gustave Palmer
Richard Hill
Hal Stevens
Paul Shrader
William Lingo
John Scribner
Ray Martin
William Tomlinson
Eugene Battey
John Doan

Eugene Burke

ROSTER

COMPANY "A" 110th. ENGINEERS

35th. DIVISION, A.E.F.

In Memoriam

Below is a list of the members of Company "A", whose deaths have been reported and as we publish their names we respectfully dedicate this roster to their memory.

| | | |
|--|-------------|-------------------------------------|
| ADAMSON: Paul, | (in action) | JUSTICE: Robert T., "Bob" |
| ASHLEY: Ray W. | | KANODE: Lynn H. |
| BAKER: Grant, | (in action) | KERR: Edward, "Blackie" |
| BELL: Robert P., "Skipper" | | KNIGHT: Raymond A. |
| BLEVANS: Earl F., "Jack" | | LIGHT: John, D.S.C. (of wounds) |
| BOESE: Alfred F. | | LINET: Elbert |
| BROWN: Leslie E. | | LOGAN: Verne |
| BUNCE: Frank | | LONG, Ernest |
| BURGER: Carl W. | | McCALMANT: Leroy |
| CALDERWOOD: William, "Bill" | | McCOY: Charles A. |
| CARLSON: Willard, "Swede" | | McINTYRE: John, D.S.C. |
| CHANDLER: George | | MORELAND: A. Roy |
| CHANEY: Albert R. | | MOULTON: Willis H. |
| CHENOWITH: Ray W. | | NESS: Chester |
| CLARKE: Otto E. | | NOFTZGER: Leo J. |
| COLLINS: William V., | (in action) | NORRIS: Fred, (in action) |
| CRAWFORD: Hugh W. | | OWENS: Joseph H., "Tex" (in action) |
| DAESCHER: Frank | | PALMER: Gustav J.F., "Gus" |
| DeGROAT: Bruce | | PARKS: Eben W. |
| DELASHMUT: William | | PURDY: Donald C., "Doc" |
| DINGELSTEDT: Otto, | (in action) | QUIGLEY: Otis J., "Mickie" |
| DOANE: John F. | | RAINEY: Robert L. |
| DOAKE: William | | REES: George D. |
| DILLON: Clyde | | RILEY: Edward S. |
| EBERHARDT: Sidney, "Sheriff" (of wounds) | | ROGERS: Harold N., (in action) |
| ELLIOTT: John | | RUCKER: Harvey D. |
| ENGLAND: Roscoe, | (of wounds) | SACKET: Lucien E. |
| FORD: Elmo | | SILLS: Shellie, (of wounds) |
| FORD: John J. | | SINGLETON: Stanley |
| FRIEND: John | | SMITH: Philander |
| GAGNES: Philias I., | (in action) | SPENCE: Walter |
| GAINES: Thomas J. | | STEWART: William |
| GAW: Richard | | STREET: Gordon F. |
| GULLION: Annas, | (in action) | TETER: Carl |
| HANLEY: William, | (in action) | THOMPSON: Leroy, "Chief" |
| HARRINGTON: Wallace | | TILLOTSON: Luther R., "Cap" |
| HAVERFIELD: George W. | | WEBB: Clinton E. |
| HEWITT: Henry W., "Honk" | | WEBB: Frederick J. |
| HILL: Richard L. | | WEIBOLD: Emil A. |
| HOLLIDAY: Wilbur, | (of wounds) | WHIPPLE: Harold C. |
| HUDSON: Orlin, D.S.C. | | WILEY: Alfred B. |
| HUFFMAN: Roy H. | | WYATT: Wiley J. |
| JANNEY: Walter C., | (of wounds) | YOUNG: Earl |
| JESSUP: Charles P., | (in action) | |

KNOWN ADDRESS OF COMPANY "A" MEMBERS

| | | |
|-------------------------|---------------------------|-------------------------|
| AMIS: John | 1907 W. Colorado Ave. | Colorado Springs, Colo. |
| ANDERSON: Leroy | 119 E. 18th St. Box 21 | Costa Mesa, Calif. |
| BABB: Henry J. | | Black Diamond, Wash. |
| BATTEY: Eugene | 333 Quinton Blvd. | Topeka, Kansas |
| BELL: Alexander, "Ding" | Bell Chevrolet Co. | Sedan, Kansas |
| BLANKENSHIP: Lee | Box 185 R. 2 | Alton, Missouri |
| BONEBRAKE: Fred | 332 W. Ellsworth | Salina, Kansas |
| BRUCE: Charles E. | 440 Sumner | Topeka, Kansas |
| BRUCE: Thomas H. | 1524 Wayne St. | Topeka, Kansas |
| BUNCE: Earl | 1635 East 19th St. | Topeka, Kansas |
| BURTCH: Russell A. | | Mena, Ark. |
| BURKE: Eugene R. | 1151 Gage Blvd. | Topeka, Kansas |
| CALIWAY: Welborn P. | Cedar Grove Station | Shreveport, La. |
| CARROLL: Ernest L. | 2315 S. 9th St. | Kansas City, Kansas |
| CARTER: Homer F. | Star Route | Niangua, Missouri |
| CASE: Glenn W. | 1946 Selby Street | Los Angeles, Calif. |
| CASE: Vivian S. | 217 North Eleventh St. | Independence, Kansas |
| CAYWOOD: Hugh T. | 203 Kalmia Street | San Diego, Calif. |
| CHILDERS: Leonard L. | 4744 Fontana | Kansas City, Kansas |
| CLEMENTS: Charles W. | 817 West 6th Street | Topeka, Kansas |
| COMPTON: Allen P. | 1412 W. 50th Terrace | Kansas City, Mo. |
| COOK: John W. | Route 4, Box 753 | Independence, Mo. |
| COUNSIL: Don | 241 Main Street Phone 922 | Augusta, Kansas |
| CRESS: Howard R. | 1012 National Ave. | Fort Scott, Kansas |
| CROWDER: Dr. Earl | 2923 Moss Ave. | Los Angeles, Calif. |
| CURRENS: Richard L. | Pender Drug Co. | Pender, Nebraska |
| DAVIS: Frank | 722 N. Rogers Street | Springfield, Mo. |
| DAVIS: Homer | 6608 N. 24th Street | Omaha, Nebraska |
| DEAN: John S. | 1617 MacVicar | Topeka, Kansas |
| DeWOLFE: Amos C. | Box 481 | Woodward, Okla. |
| DISSENGER: John E. | 1265 Sumner Ave. | Kansas City, Kansas |
| DUNGAN: Lee | 1218 West Fifth Street | Coffeyville, Kansas |
| EAGON: Vernon P. | 1212 N. Hersey | Beloit, Kansas |
| EDWARDS: James W. | 1330 South Topeka | Wichita, Kansas |
| ELLIS: Harold | | Medford, Oregon |
| EWELL: John Leo | 3834 Munson | Topeka, Kansas |
| FELDER: Mathew J. | 915 South High | Denver 9, Colorado |
| FINNEY: Roy A. | 828 Lane St. | Topeka, Kansas |
| FINUF: Harrison | 3844 Seward Ave. | Topeka, Kansas |
| FIRESTONE: Clifford L. | 2004 Silver Ave. S.E. | Albuquerque, N.M. |
| FRAZIER: Ed | Route # 1 | LaHarpe, Kansas |
| FRETTE: Herman | R.R. # 1 | Paxton, Ill. |
| GARRETT: Harold E. | 120 West Gordon | Topeka, Kansas |
| GASTON: Eldridge | | Newberg, Oregon |
| GREEN: Leslie R. | Route 4 | Windsor, Mo. |
| GUYER: Faye H. | R.R. # 1 | Garden City, Kansas |
| HALL: Sheldon G. | 219 Country Club Drive | Topeka, Kansas |
| HARP: Dwight L. | | Mullinsville, Kans. |
| HENSON: H. Roy | 40th & Raytown Road | Kansas City, Mo. |
| HIRT: William | 1817 McKenzie | Long Beach 5, Calif. |
| HOCKETT: Ray | 827 N. Main Street | Hutchinson, Kansas |
| HOPPER: Paul | 1622 Sheridan Road | Tulsa, Okla. |

HUFFMAN: Claude I.
HUNT: Harry
HUNTSINGER: Ivan
ICE: Lloyd Rev.
IRONS: James O.
KEENEY: Leroy
KEESE: Jerry
KETCHUM: Omar B. Director,

Veterans of Foreign Wars
KIETZMAN: Reinhold C.
LANE: John A.

LeSUE: Nelson M.
LINDSAY: June

LINGO: William E.
LINSCHIED: Otto

LONG: Charles A.
McCLAIN: Lige D.
McCRACKEN: Carl
McKNIGHT: Clark
McLANE: G.L.

MADDEN: Albert
MADDEN: Silas

MAGILL: Laurus A.
MAGILL: Wilbur S.
MARTIN: Ray P.

MASON: Ray B.
MASON: Robert

MILLS: Leslie E.
MINTURN: Benjamin E.

MONROE: Donald F.
MOON: Arthur E.

MORRIS: Clarence M.
NELSON: Henning T.

OMAN: Ralph W.
OSBORN: Lindsay

PARK: Earl O., "Red"
PARSONS: Roy
PINET: Eli

POLLEY: John R., D.S.C.
Pershing Barracks

PREWETT: Vance
PRINGLE: Ray

QUIGLEY: Earl

RANDALL: Chas. I.
REVILL: Edward G.

RICE: Edward A.
RIZZI: Joseph N.

ROGERS: Willard B.
RUBLE: Ronald

SAUNDERS: Lewis
SAYERS: Sam D.

SCHAUB: Lee R.
SCRIBNER: John C.

SHEPHERD: Chester T.

521 South Georgia
316 North 3rd Street
717 Kline Street
5824 York Road
510 Esplanade

911 East Green

610 Wire Bldg.
Box 480, Route 11

1704 Kentucky Ave.
3232 E. English
3116 Avenue L.

2101 W. Walnut
1809 West First Street
3312 W. Harrison Street
Cherry Street Road
Box 104-A, Laveen Stage

410 Danbury Lane
75 Paternson Road
410 Oakdale Drive
2014 Wyandotte
2417 Commonwealth
1711 W. Florida Street

203 West Madison
3531 Huntoon
423 Fillmore Street
510 South Ash
1237 Warren
3910 Stratford Road

Soldiers Home

7821 W. 54th Terrace
704 E. Harrison Street
538 Gratton
108 Sun Street
408 Market Street
33 Fairview Avenue
733 Roosevelt
3940 Anderson S.E.
945 East Madison Street
1129 Roanoke
1420 N. SanGabriel Blvd.

R.R. # 3

Pittsburg, Kansas
Clinton, Mo.
Aberdeen, S.D.
Baltimore, Md.
Redondo Beach, Calif.
Onago, Kansas
Gallup, N.M.

Washington, D.C.
Huston, Texas
Delia, Kansas
Lawrence, Kansas
Wichita, Kansas
Fort Madison, Iowa
Arlington, Kansas
Springfield 3, Mo.
Topeka, Kansas
Springfield, Mo.
Springfield, Mo
Phoenix, Arizona
Thayer, Mo.
Thayer, Mo.
Topeka, Kansas
Fanwood, New Jersey
Manhattan, Kansas
Kansas City, Mo.
Madison, Wisconsin
Springfield, Mo.
Florence, Kansas
Pittsburg, Kansas
Topeka, Kansas
Topeka, Kansas
Littleton, Colorado
Topeka, Kansas
Topeka, Kansas
Greensburg, Kansas
Wakeeney, Kansas
Onago, Kansas

Fort Dodge, Kansas
Asherville, Kansas
Merriam, Kansas
Kirksville, Mo.
Topeka, Kansas
Troy, Alabama
St. Louis, Mo.
Tarrytown, N.Y.
Topeka, Kansas
Albuquerque, N.M.
Springfield, Mo.
Springfield, Mo.
San Gabriel, Calif.
Saffordville, Kansas
Huntington, West Virginia

SHRADER: Paul R.
 SIMMONS: Chester T.
 SMITH: Frank W.
 STEPHAN: Earl D.
 STEPHAN: Thomas H.
 STEPHANS: Fred
 STEVENS: Hal
 SWAYZE: Thomas A.
 TALBERT: Joseph J.
 TAYLOR: Glenn F.
 TAYLOR: Sidney
 THEIL: George
 TOMLINSON: William A.
 TRULL: Ernest G.
 TUTTLE: George
 VANCE: William E.
 WALKER: Luther A.
 WALSH: John
 WARDIN: W. Lloyd
 WEBB: Joseph D.
 UPDEGROVE: Eugene A.
 WALLER: Frank M.
 WEAVER: Harley D. , "Buck"
 WILSON: Elmer
 WHITLOCK: George J.
 WARREN: Orrie L.
 WRIGHT: Philo W.
 WRIGHT: Charles W.
 YOUNG: Clyde

124 Buchanan Street
 1010 1/2 Litchfield
 810 N. Eleventh Street
 P.O. Box 454

1226 University
 1013 Lawrence
 2910 North 28th Street

W. Hyway 26 and 85

R.F.D.
 1529 Jewell
 Box 375
 Prairie Home Star
 R.R. # 2
 R.R. # 3 Lake Rd 57

3009 Clark Court
 1110 Taylor St.
 518 W. 15th Street
 Chief of Police
 908 Pacific

710 East 12th Street

665 Santa Fe. , Box 1152
 R.R. # 1
 508 W. Division Street

Topeka, Kansas
 Wichita, Kansas
 Beatrice, Nebraska
 Nortonville, Kansas
 Nortonville, Kansas
 Springfield, Mo.
 Topeka, Kansas
 Tacoma 7, Washington
 Norwich, Kansas
 Torrington, Wyoming
 Onago, Kansas
 Tipton, Mo.
 Topeka, Kansas
 Palacios, Texas
 California, Mo.
 Lebanon, Mo.
 Warsaw, Mo.
 St. Petersburg, Florida
 Topeka, Kansas
 Seattle, Wash.
 Hutchinson, Kansas
 McArthur, Ohio
 Osawatomie, Kansas
 Cherryvale, Kansas
 Sedalia, Missouri
 Climax Springs, Mo.
 Salina, Kansas
 Sweet Springs, Mo.
 Springfield, Mo.

LAST KNOWN ADDRESSES OF COMPANY "A" MEMBERS

ALLEN: Fred J.
 ASHLEY: Ray W.
 BALDWIN: Jefferson
 BALL: Eddie
 BALVIN: Edward
 BARNES: Arthur R.
 BARNINGROVER: Clair D.
 BEAUCHAMP: Fanon F.
 BECK: Harvey H.
 BENEDICT: Fred R.
 BENOVIC: John
 BERLIN: Brooks
 BERNIER: Edward
 BOATMAN: Charles E.
 BORDNER: Earl R.
 BOWMAN: Charles
 BOYD: Fred T.
 BRADLEY: Bernard
 BRANDON: Francis W.
 BURNS: Frederick J.
 BUSH: Harold A.
 CAMPBELL: Irvin E.

R.F.D.
 T.O. Ranch

708 Bromley Street

2909 Seymore Ave.

449 Beldon Ave.
 310 West 5th Street

200 S. Vermillion St.

317 West 13th Street
 7616 Kelly St. , Homewood

Ogden, Utah
 Sagle, Idaho
 T.O. Ranch, N.M.
 Hutchinson, Kansas
 Marshalltown, Iowa
 Ottawa, Kansas
 Edgar, Montana
 Kansas City, Kansas
 Indianola, Iowa
 Lawrence, Kansas
 Cleveland, Ohio
 Fort Worth, Texas
 Chicago, Illinois
 Checotah, Okla.
 Columbia City; Ind.
 Danville, Illinois
 Porterfield, Pa.
 Casper, Wyoming
 Kansas City, Mo.
 Pittsburg, Pa.
 Gouldsboro, Pa.
 Gridley, Kansas

CANNOY: William P.
 CHILDERS: Leonard L.
 CLARKE: George E.
 CLAYTON: James I.
 CLEVER: Merch
 CONWAY: James L.
 COWGILL: David M.
 CRAIGHEAD: Clura T.
 CRONIN: Tomothy B.
 DAVIS: Frank
 DEWES: John W.
 DILLON: Dale C.
 DOWD: Ray M.
 DUNCAN: Fred A.
 ELLIS: Raymond G.
 EVANS: Virgil R.
 ELLISON: Frank
 EMICH: Robert
 FAUVIE: Adolph
 FELTNER: James
 FLATBUSH: Roy R.
 FLEMING: Thomas J.
 FLETCHER: C.C.
 FLORY: John J.
 FOULK: Albert C.
 FOUTCH: Willie
 FRENCH: Raymond
 FRISTAD: Alaf B.
 FULLER: Joseph R.
 FURLONG: Clarence
 GARNER: Lewis Q.
 GARVEY: Hugh A.
 GEIGER: Adam
 GEIGER: Jesse C.
 GIBBONS: Patrick
 GOODING: Solmon O.
 HAERLE: Herbert P.
 HAGGARD: Ashley P.
 HALL: Jay
 HANSON: Harold M.
 HEDGES: Roy C.
 HILL: Clarence J.
 HUGHES: J.B.
 HUTCHINSON: Jesse
 JAWORSKI: Henry
 JOHNSON: Lewis A.
 JURECKI: Stanley
 KINKLE: William C.
 KIRCHNER: George
 LATHROM, Leonard
 LAYMAN: Scott A.
 LOGAN: Clarence
 LOISELLE, Albert N.
 LOTHES: Jacob J.
 LUCAS: Chris H.

1200 Blk. Topeka Blvd.

4543 Lee Street
 722 N. Rogers Street

522 West 10th Street

829 30th Street
 46 Melrose Ave., N. Side
 338 N. Main Street
 The Bill Board
 502 Madison Ave., N. Side

4757 Genivive Street
 1010 Chapel Street

5534 S. Morgan Street

1131 Western Ave.
 Carp. P.O.

4947 Madill Ave.

109 Pioneer Street

Box 552

76 Johns Street
 365 Bank Ave.

Saybrook, Illinois
 Koshkonong, Mo.
 Sedgewick, Kansas
 Great Bend, Kansas
 Manorville, Pa.
 Muskogee, Okla.
 Topeka, Kansas
 Herrin, Illinois
 Philadelphia, Pa.
 Springfield, Mo.
 Glenview, Illinois
 Coffeyville, Kansas
 Ferndale, California
 Newport News, Va.
 Pittsburg, Pa.
 Wichita, Kansas
 Cincinnati, Ohio
 Pittsburg, Pa.
 Coal Center, Pa.
 Audubon, Iowa
 St. Louis, Mo.
 New Haven, Conn.
 Glasco, Kansas
 Chicago, Illinois

Tomahawk, Wis.
 Topeka, Kansas
 Baudette, Minn.
 Alton, Mo.
 Topeka, Kansas

Topeka, Kansas
 North Athens, Ill.
 Wichita, Kansas
 Garnett, Kansas
 Sapulpa, Okla.
 Chicago, Illinois
 Dodge City, Kansas
 Lyons, Kansas
 Clyde, North Dakota
 Kansas City, Mo.
 Cawker City, Kansas
 Allentown, Pa.
 Lovelace, Kentucky
 Buffalo, New York
 St. Louis, Mo.
 Dillonvale, Ohio
 Midland, Texas
 Alturas, Calif.
 Mountain Grove, Mo.
 Birchtree, Mo.
 Waynesville, Mo.
 Pawtucket, R.I.
 Hamilton, Ohio
 Steubenville, Ohio

LUNCEFORD: Curtis
 MacQUARRIE: Evan
 MALOY: Mathew
 MARSH: George G.
 MARSHALL: Carl V.
 MARTIN: Glen
 MARTIN: Ed
 MASCADINE: Joseph
 MATHIAS: Orval
 MATTEWS: David W.
 McCARTY: Leon B.
 McCLEAVE: Ervine H.
 McCORMACK: Burt
 McDANIEL: Thomas H.
 MINTON: Hallie L.
 MOORE: Leroy S.
 MYERS: Howard T.
 NEGRETTI: Manuel R.
 NESS: Chester A.
 O'HARA: Ehomias E.
 O'LEARY: Dorman H.
 OLSON: Edgar J.
 OSTROM: Ira W.
 PERRY: Jacob M.
 PEPLOWSKI: Modest S.
 PIPER: William
 POFAHL: Lyle R.
 PRAUSA: Charles G.
 RAFFERTY: John C.
 RANDALL: Charles I.
 RAPP: Raymond C.
 RAVEN: Roy E.
 REID: Theodore C.
 SANDERSON: C.A.
 SCHAEFER: Hermon J.
 SHANNON: Thomas H.
 SHAW: Donald P.
 SHEPHERD: Clyde J.
 SMITH: Harvey A.
 SMITH: Perry L.
 SNODGRASS: Orval
 STANFIELD: Charles E.
 STEADMAN: William C.
 STEWART: W.W.
 STOCK: August
 STREAM: Lester F.
 SYBERT: Roger M.
 SWITZER: Clarence S.
 TERRILL: Edmund J.
 THOMPSON: Joe A.
 TOBIN: Martin J.
 TURNOY: Isaac
 VAIL: Arthur B.
 VALNOTTI: Ferd
 VANCE: William E.

95 Milview Street
 214 East 4th St.
 26 Giffin Street

1306 State Street

1017 Gaskill Ave.
 3829 East 17th St.
 222 Charlotte Street

1420 N. 2nd Street
 538 Gratton
 381 Eyell Street

c/o State Teachers College

R.F.D. # 5
 558 West Pine Street

328 1/2 South Union Ave.

R.F.D. # 5

1236 Woodward Ave.
 c/o McKenzie Hotel

1237 Knox Ave.

Oak Grove, Mo.
 Bothell, Wash.
 UnionTown, Pa.
 Grand Island, Neb.
 Keene, N.H.
 Lawrence, Kansas
 Springfield, Mo

Green Valley, Illinois
 Boicourt, Kansas
 Frankfort, Ohio
 Jerico Springs, Wis.
 Windom, Texas
 Chihowee, Mo.
 Hawley, Pa.
 Castlewood, S.D.
 Massilton, Ohio
 Mount Montgomery, Nev.
 Omaha, Nebraska
 Grass Creek, Indiana
 Lawrence, Kansas
 Jeannette, Pa.
 Kansas City, Mo.
 Kansas City, Mo
 Michigan City, Ind.

Haskell, Okla.
 Oconto, Wisconsin
 Philadelphia, Pa.
 Topeka, Kansas
 Rochester, N.Y.
 Bridgeport, Texas
 Maryville, Mo.
 Fort Madison, Iowa
 Lingle, Wyoming
 Cleveland, Ohio
 Magna, Utah
 Cherokee, Kentucky
 Clinton, Mo.
 Springfield, Mo.
 Spruce, Mo.
 Pueblo, Colo.
 Joy, Utah
 Joplin, Mo.

Clinton, Mo.
 Greenfield, Mo.
 Montrose, Mo.
 Topeka, Kansas
 Bismarck, N.D.
 Cornwall, Ontario
 N. Minneapolis, Minn.
 Plattsburg, Mo.
 Louisville, Ky.
 Roach, Missouri

VERNSON: Harry
VIERS: Shellie V.
WALKER: Rufus L.
WALL: Clay
WALL: Robert L.
WALLER: Frank M.
WALSH: John L.
WARE: Howard S.
WARNER: James
WEIDLEIN: William D.
WIEBOLD: Emil A.
WELCH: David J.
WELCH: Howard M.
WELCH: Raleigh
WHITE: Taylor G.
WHYTE: Frank C.
WHITECOTTON: Fred
WHITEHEAD: William B.
WILLIAMS: James H.
WILLIAMSON: Melvin L.
WILLIAMSON: Perry G.
WILSON: John
WOLFHEIM: Ferdinand N.
WORRELL: Anton W.
WORRELL: William T.
WRIGHT: Walter W.
YUSCHAK: Nick

16 B Street East

Chief of Police
527 Guy Street
725 East Jefferson St.

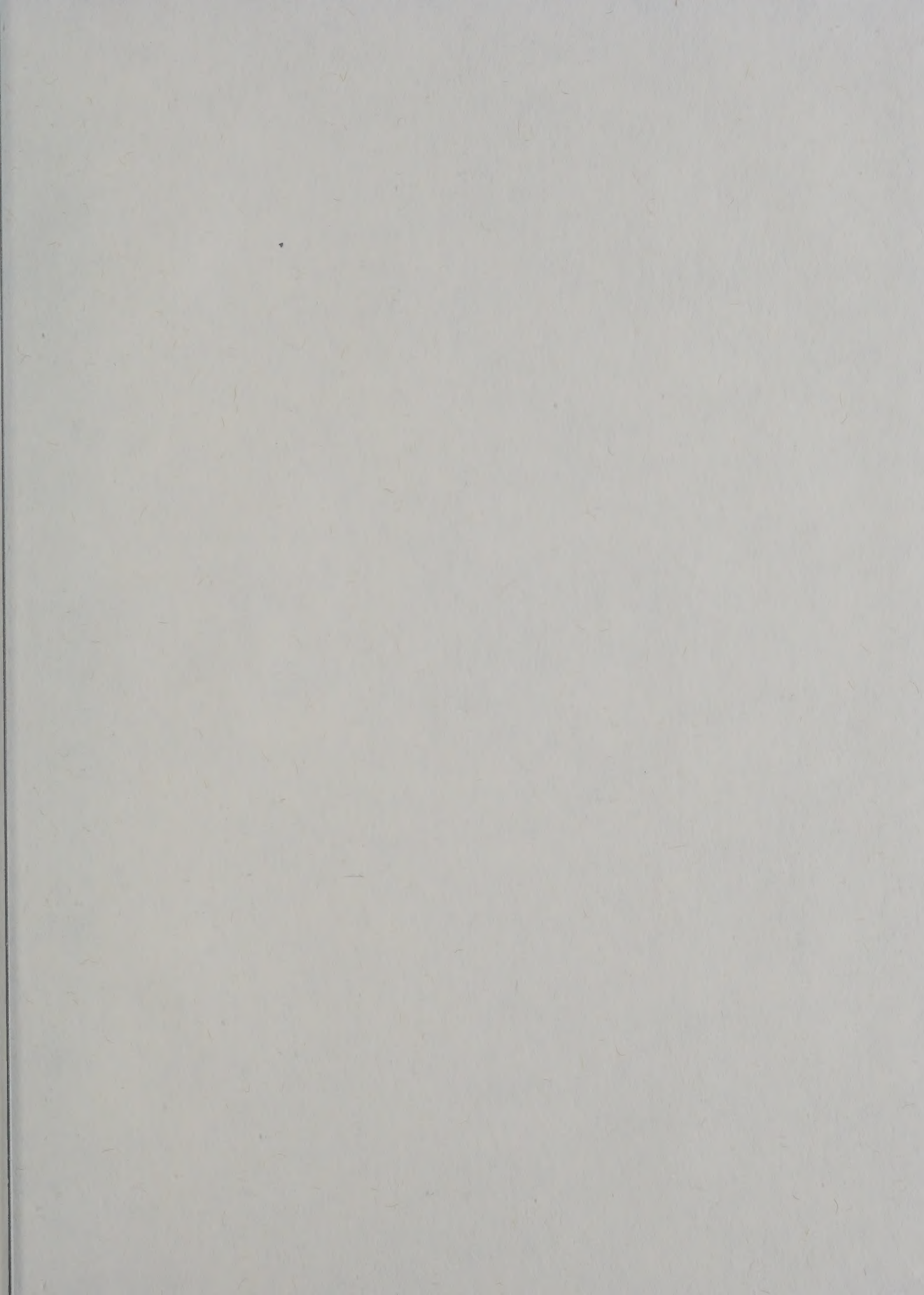
623 Washington Street
249 N. 17th Street
c/o Corp of Engr.

R.F.D. # 1

326 W. Street
5651 Waterman
1016 Forest Street

Blue Rapids, Kansas
Hutchinson, Kansas
Hickory Point, Tenn.
Segradie, Missouri
Macks Creek, Mo.
McArthur, Ohio
Springfield, Mo.
Los Angeles, Calif.
St. Louis, Mo.
Atchinson, Kansas
Kansas City, Mo.
Kansas City, Kansas
White Cloud, Kansas
Hermitage, Mo.
Fredrickstown, Mo.
Floydada, Texas
Hutchinson, Kansas
Sapulpa, Okla.
Plattsburg, Mo.
Cheyenne, Wyoming
Gorin, Mo.
Hutchinson, Kansas
St. Louis, Missouri
Kansas City, Mo.
Courtland, Mo.
Glen Allan, Mo.
Donora, Pa.





HECKMAN
BINDERY INC.



JULY 87
N. MANCHESTER,
INDIANA 46962

